



COLORADO

Department of Transportation

**SMART Hearing
January 25, 2022**



Presenters

Shoshana Lew: Executive Director

Kathy Hall: Chair, Transportation Commission

Stephen Harelson: Chief Engineer

Jeff Sudmeier: Chief Financial Officer



CDOT Mission & Vision

CDOT's mission is to provide the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods, and information.

CDOT's vision is to enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on safely moving people and goods by offering convenient linkages among modal choices.



CDOT Responsibilities

\$1.5 Billion Budget Revenue



Oversees more than
33 billion vehicle miles of
travel each year



Maintains and Repairs
23,000 Lane Miles



Maintains **3,460**
bridges



Plowed more than
7 million lane miles
last winter season



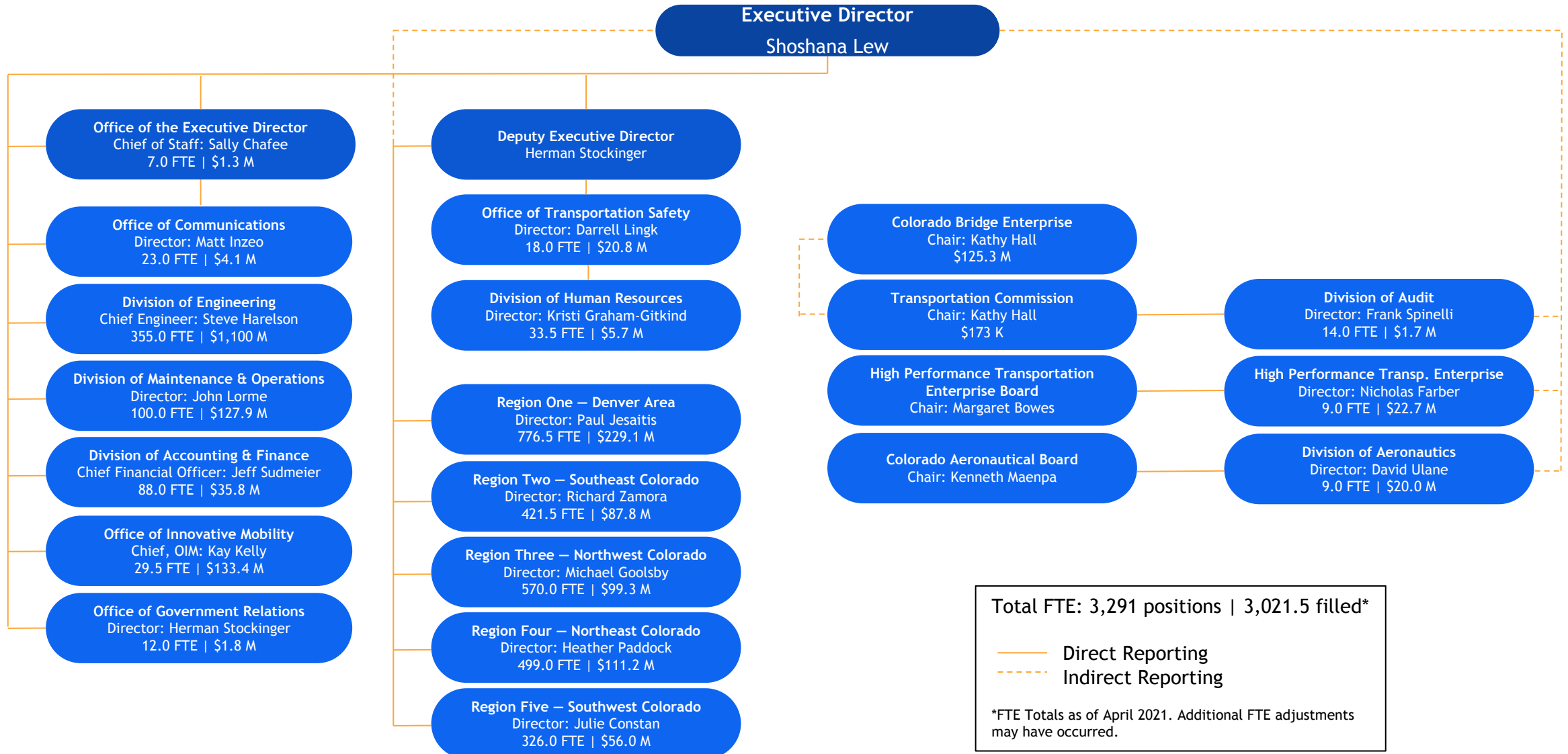
Bustang accommodated
238,135 passenger
trips in 2019



Colorado's system includes
73 public use airports
and one seaplane base



CDOT Organizational Chart





CDOT FY 2021-22

Wildly Important Goals (WIGs)



WIG #1 - Whole System, Whole Safety

Reduce the total number of severe injury and fatal vehicle crashes on all roads in the state to 2,835 (11.25% reduction) by June 30, 2022, and to 2,595 (18.75% reduction) by June 30, 2024, from the 2019 calendar year baseline of 3,194 severe injury and fatal vehicle crashes.



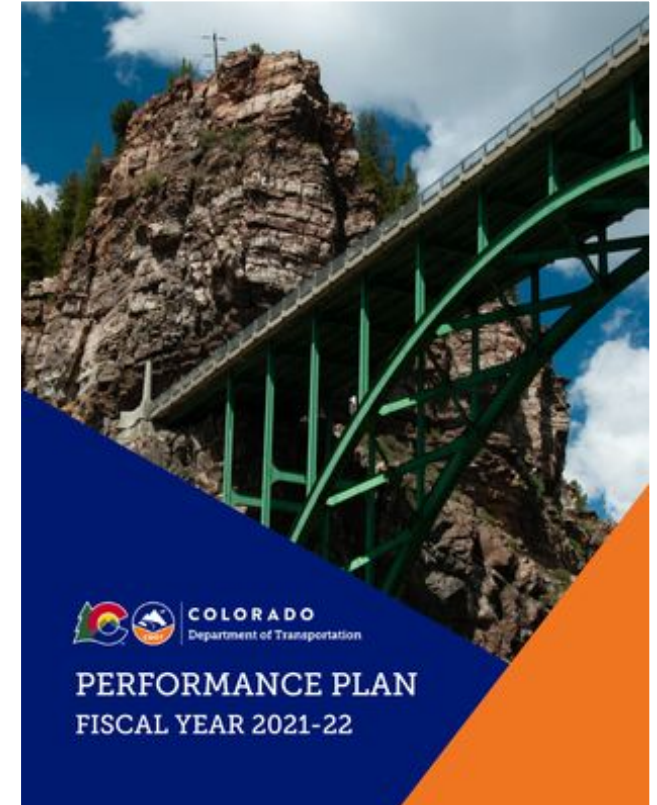
WIG #2 - Clean Transportation

Annually reduce pollution in our air and congestion on our roads by reducing vehicle miles traveled (VMT) by one percent per capita from the fiscal year 2019 baseline and annually reduce greenhouse gas and ozone causing emissions from the transportation sector from the fiscal year 2019 baseline in line with the Greenhouse Gas Pollution Reduction Roadmap targets by June 30, 2022, continuing through June 30, 2024.



WIG #3 - Accountability & Transparency

Ensure that pre-construction and construction-engineering costs for the CDOT Construction Program account for no more than 20 percent of total project costs in fiscal year 2022 and throughout fiscal years 2023 and 2024, down from the fiscal year 2019 baseline of 22 percent.

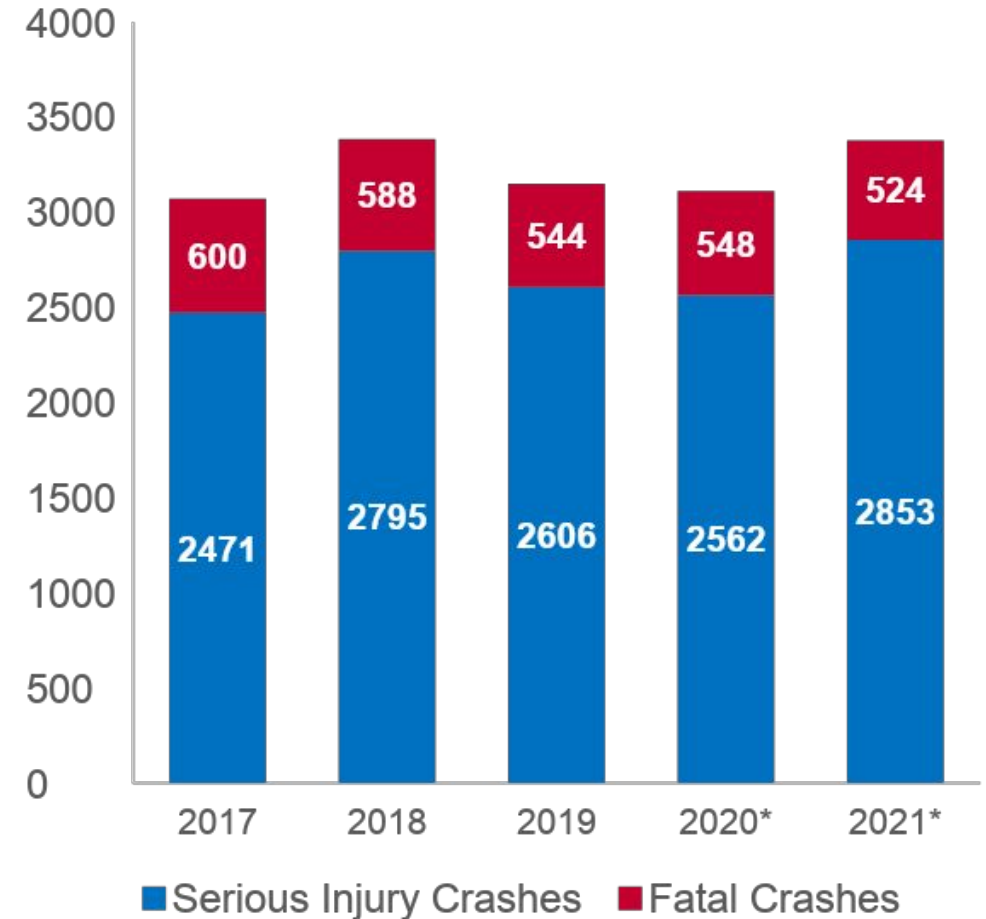




Whole System - Whole Safety

Successful completion of this goal provides:

- Progress towards the Department's near term goals of reducing the total number of severe injury and fatal vehicle crashes.
- Progress towards its visionary goal where the future of Colorado is zero deaths and serious injuries, allowing all people using any transportation mode arrive at their destination safely.
- Continued emphasis on safety through the program: *Whole System, Whole Safety: Bringing Everyone Home Safely*. This program focuses on human factors, physical assets, and organizational culture to fully integrate safety in everything CDOT does and support real-time operations.



*The 2020 and 2021 crash data totals are considered preliminary and are subject to change.



How CDOT will accomplish WIG 1:

WIG 1: Whole System - Whole Safety

Improve the safety of Colorado's Transportation System, reducing the total number of severe injury and fatal vehicle crashes.



Perform outreach to Colorado's future drivers on driver education, safe transportation practices and emerging technologies.



Continue outreach to the traveling public through the Department's statewide driver behavioral public awareness campaigns.



Develop a public information campaign aimed at motorcyclist safety, which will include helmet usage, driver awareness of motorcyclists and the importance of getting a license endorsement.



Improve the safety of Colorado's first responders on roadways through implementation of traffic incident management best practices, reducing the number of struck-by incidents involving first responders.



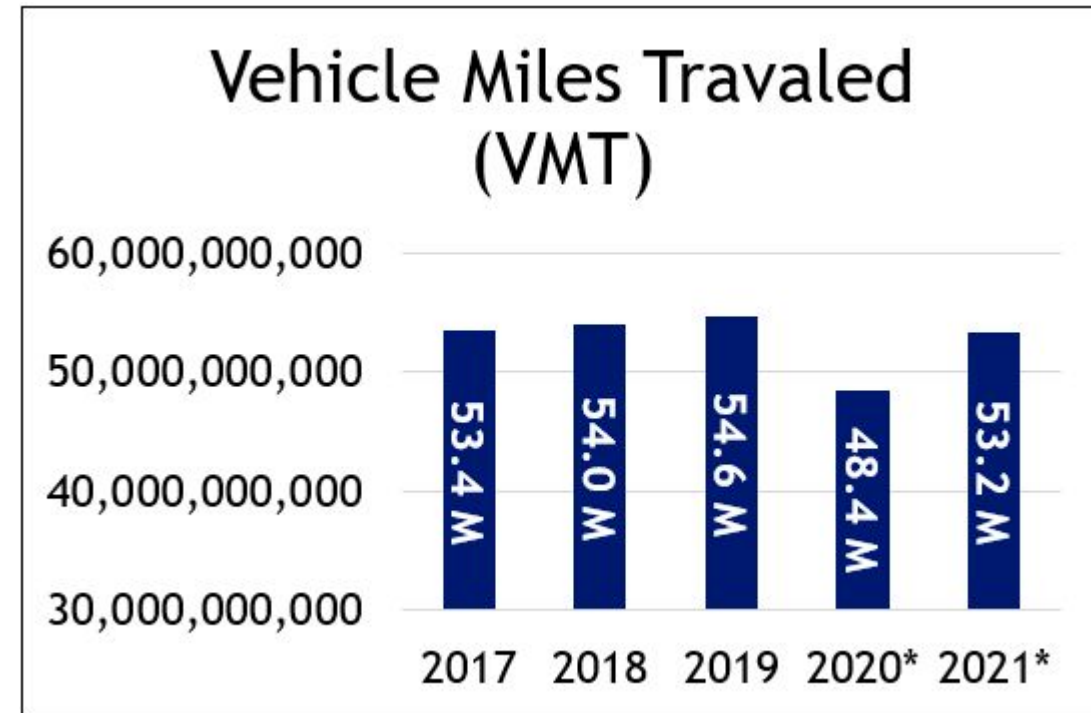
Enhance the safety of vulnerable users of the transportation system by delivering at least \$30 million from the Revitalizing Main Streets Program.



Clean Transportation

Successful completion of this goal provides:

- A foundation towards achieving the vision of a transportation system that is cleaner, more reliable, and safer, while still creating multimodal options that will support Colorado's economy.
- In conjunction with the Colorado Energy Office (CEO) and the Colorado Department of Public Health and Environment (CDPHE), strategies within this goal will help work towards the achievement of the objectives of Executive Order B2019-002, HB19-1261, and the interagency Greenhouse Gas Pollution Reduction Roadmap.
- Progress towards the policy objectives within the Governor's "Bold Four" goal areas of Health, Economic Development, and Environment/Renewables.



*2020 VMT was significantly reduced due to COVID-19. Data for 2021 is estimated and considered preliminary.



How CDOT will accomplish WIG 2:

WIG 2: Clean Transportation

Reduce pollution in our air and congestion on our roads by reducing vehicle miles traveled (VMT), greenhouse gas emissions, and ozone-causing emissions from the transportation sector.



Expand Bustang services statewide, increasing the frequency of available trips to expand the total amount of revenue service miles provided by Bustang services.



To support Front Range Mobility options, continue developing and constructing comprehensive “Mobility Hubs.”



To support the future fleet of electric vehicles (EV) statewide, increase the percentage of total state highway miles within a 30-mile travel buffer of DC fast-charging stations.



Improve access to Colorado’s scenic and recreational locations for EV by increasing the number of Colorado Scenic & Historic Byways classified as electrified byways.



Improve congestion on Colorado’s highways, ensuring that 80% or greater of all highways have an operations level of service grade of C or higher.



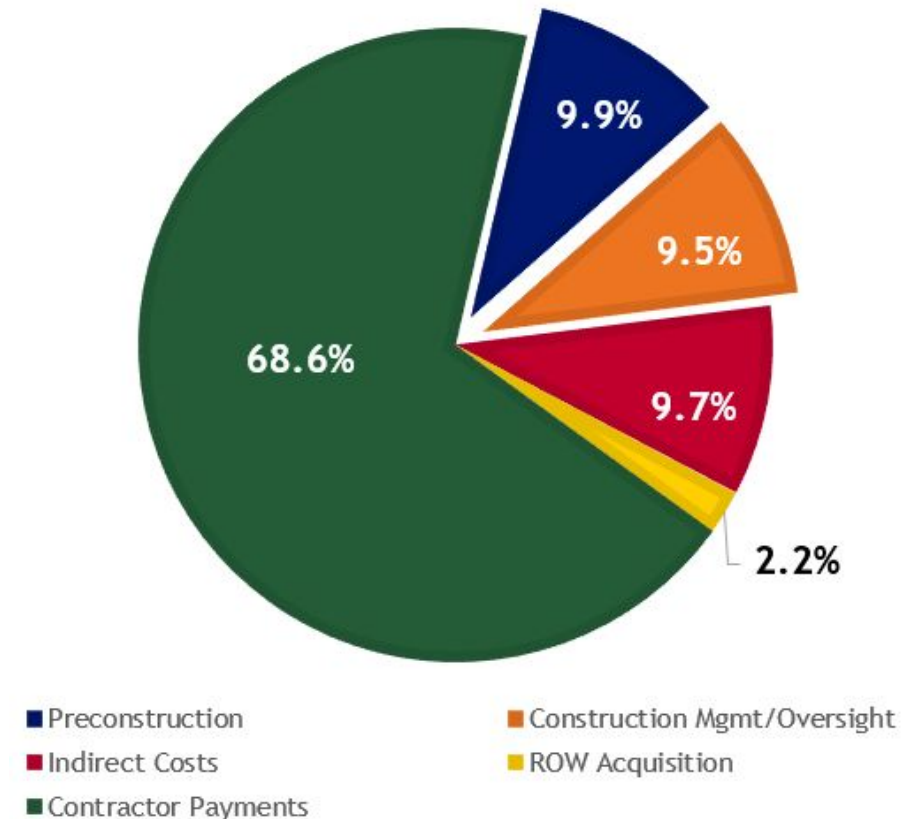
Accountability & Transparency

Successful completion of this goal provides:

- Efficient and effective construction delivery program that will maximize dollars directly spent on the transportation system.
- Positively impacting all Coloradans as they travel throughout the state and continuing to support the backbone of the state's economy.
- Implementation of the statewide project pipeline that gets the most of available funding and sets a plan for future dollars.



AVERAGE CAPITAL CONSTRUCTION COSTS
FY 15 - FY 19





How CDOT will accomplish the WIG 3:

WIG 3: Accountability & Transparency

Ensure that pre-construction and construction-engineering costs for the CDOT Construction Program account for no more than 20% of total project costs.



Ensure timely execution of CDOT's construction program and reduce costs associated with schedule delays through on time advertisement.



Ensure timely execution of statewide construction projects and reduce costs associated with schedule overruns.



Ensure that construction expenditures for the annual construction season are kept within 95% to 105% of the expenditure target.



Ensure that 95% of construction projects are closed and de-budgeted within 12 months of final acceptance.



Support Colorado's rural communities and support economic growth in rural areas of the state, increasing the number of Senate Bill 17-267 funded repaving projects in construction or completed on highways in rural areas of the state.



Support the goal of increasing the amount of construction dollars spent on the roadway by reducing indirect costs on the construction program from historic levels.



Efficiency and Accountability

Significant Cost Savings

In FY 20, CDOT identified nearly **\$25 million in cost savings** and program reductions, including repurposing funds previously invested in costly non-core initiatives.

In FY 21, CDOT reverted more than **\$16 million** in operating budgets from savings in FY 20, and further reduced FY 21 operating budgets by \$2 million.

Capital construction indirect expenditures were down 12% last year and construction management expenditures were **down 4%** despite an 8% increase in contractor payments.



Recent rural highway project, US160 passing lane in La Plata County.



SB260 - Accountability and Transparency

CDOT and Enterprises

- Maintain clear accountability mechanisms
- Engage a wide variety of stakeholders to ensure funding achieves intended outcomes
- Regularly report to the Transportation Commission, legislature, and construction partners

Enterprises

- Maintain accessible and transparent summary information regarding implementation status, funding, and expenditures on their websites
- CDOT will continue with their new commitment to enhanced accountability and transparency measures

CDOT's Alternate Delivery Projects

- For projects more than \$75 million add a public comment process as well as approval from the Transportation Commission
- CDOT publishes the justification for using alternative delivery contracts, the evaluation scores, and ongoing project updates online
- CDOT will not shortlist contractors based on experience delivering alternative delivery projects

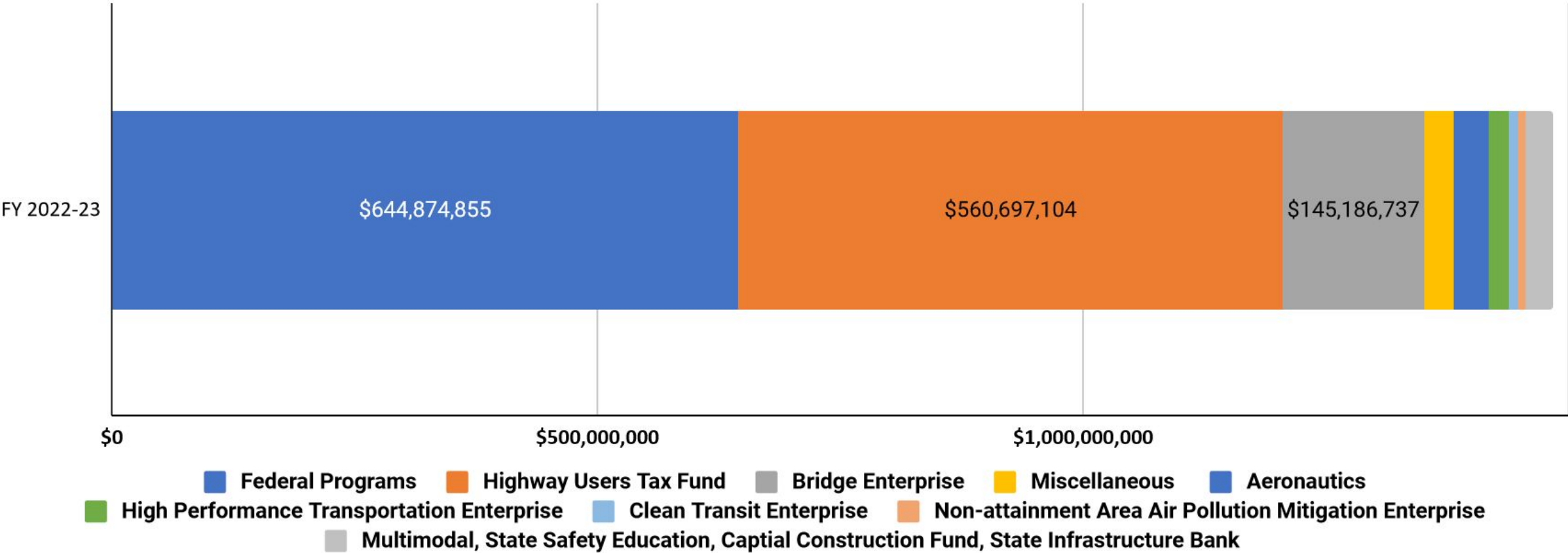


CDOT's Budget



FY23 Budget Allocation Plan Sources

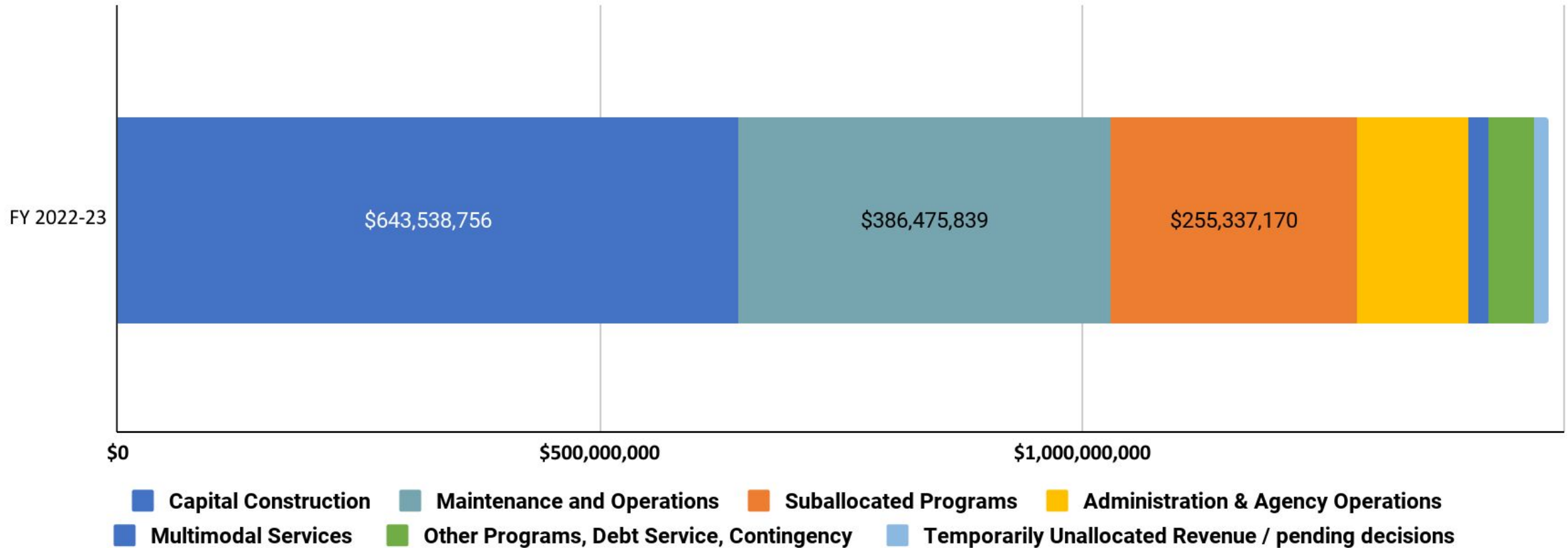
FY 2022-23 Sources





FY23 Budget Allocation Plan Uses

FY 2022-23 Uses





Stimulus Funding Programs

Stimulus Source	State Bill	Program	Federal Legislated Funds	State Stimulus Funds
ARPA	SB21-260	Revitalizing Main Streets	\$22.2 M	\$0.0
Colorado Recovery Plan	SB21-260	State Highway Fund	\$0.0	\$159.5 M
ARPA	SB21-260	Burnham Yard Rail Development	\$0.5 M	\$0.0
ARPA	SB21-260	Multimodal Transportation and Mitigation Options Fund	\$161.3 M	\$0.0
Colorado Recovery Plan	SB21-110	Revitalizing Main Streets (to State Highway Fund)	\$0.0	\$30.0
ARPA	SB21-260	Shovel Ready Infrastructure Projects - CDOT	\$160.0 M	\$10.5



State Highway Fund

SB21-260: State Highway Funds [CRP - \$159.5 M]

FASTER Backfill -

- The FASTER Road Safety Surcharge was reduced by \$11.10 in 2022 and \$5.55 in 2023, which reduces the overall funding for FASTER safety projects between FY 2021-22 to FY 2023-24.
- \$18.0 million from the ARPA funding was to partially backfill revenue lost from this decrease in FASTER Safety fees.
- Due to the ARPA restrictions, FASTER will be backfilled with more flexible state funding sources. In turn, the flexible sources will be replaced with the ARPA funds.

SB 17-267 Debt Service -

- \$141.5 million of the ARPA was transferred to CDOT to be used for existing debt service. Flexible state funds will be allocated to debt service, while the ARPA funds will replace the reallocated flexible funds.





Federal Legislation Update



Federal Highway Revenue

- Federal Authorization Act - Infrastructure Investment and Jobs Act passed in 2021
 - Provides an increased level of funding to existing formula programs
 - Creates new formula programs
 - Carbon Reduction program
 - Promoting Resilient Operation (PROTECT) program
 - National Electric Vehicle Formula program
 - FHWA Bridge Program
 - Creates several new grant funding opportunities



Highway, Road, and Bridge Formula Programs

Highway, Road, and Bridge Formula Programs <i>(Pre-obligation limitation. Does not include Discretionary or potential grant money)</i>							
	FY 21 FAST Act Extension	Infrastructure Investment and Jobs Act (IIJA)					Avg. Annual New Money
	2021	2022	2023	2024	2025	2026	
Subtotal Existing Programs	\$592M	\$681M	\$695M	\$709M	\$723M	\$738M	\$117M
Subtotal New Programs	N/A	\$81M	\$82M	\$82M	\$83M	\$83M	\$82M
Total New and Existing Programs	\$592M	\$762M	\$777M	\$791M	\$806M	\$821M	\$199M



New Grant Opportunities



Expanded opportunities for RAISE and INFRA grants.



\$5 billion to establish the Safe Streets and Roads for All grant program



\$7.5 billion nationwide for DOT programs that support EV charging infrastructure



How Will Colorado Benefit?

Road and Bridges

- \$3.7 Billion in funding
 - **\$700M** new money
- **\$225 million** (minimum) for bridge replacement and repairs

Transit

- \$916M in funding
 - **\$200-\$250** million new money

Airports

- **\$432 million** for infrastructure development for airports over five years



SB 21-260



Senate Bill 21-260 - New Transportation Revenue

- Created several new transportation fees
 - Road Safety Surcharge & Bridge Safety Surcharge
 - Electric vehicle registration fees
 - Retail Delivery Fees
 - Rideshare Fees
- Created two new state enterprises within CDOT funded from new fees
 - Nonattainment Area Air Pollution Mitigation Enterprise
 - Clean Transit Enterprise
- Modified the Colorado Bridge Enterprise to the Bridge and Tunnel Enterprise



SB21-260

Revenue Impact

Revenue Projections Under SB 21-260 (millions)

	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
General Fund Transfers	\$0.0	\$170.0	up to \$115.0 through FY 26	
American Rescue Plan Act	\$380.0	\$0.0	\$0.0	\$0.0
Total State and Local Fee Revenue	\$0.0	-\$30.4	\$34.6	\$97.3
Total Enterprise Fee Revenue	\$0.0	\$0.0	\$70.9	\$84.4



SB21-260

Revenue Impact, Cont.

CDOT Revenue Forecast for SB 21-260 (millions)

	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
State Highway Fund - ARPA and General Fund	\$160.00	\$170.0	\$0.0	\$0.0
State Highway Fund - Fee Revenue	\$0.00	-\$18.3	\$13.4	\$50.2
Revitalizing Main Streets	\$22.16	\$0.0	\$6.9*	\$0.0
Multimodal Transportation and Mitigation Options Fund	\$146.84	\$0.0	\$114.8*	\$7.4
Southwest Chief and Front Range Passenger Rail	\$14.50	\$0.0	\$0.0	\$0.0
Bridge and Tunnel Enterprise	\$0.00	\$0.0	\$20.1	\$27.5
Nonattainment Area Air Pollution Mitigation Enterprise	\$0.00	\$0.0	\$7.1	\$8.5
Clean Transit Enterprise	\$0.00	\$0.0	\$8.3	\$9.1
Total	\$343.5	\$151.7	\$170.6*	\$102.7



Equity, Diversity, Inclusion

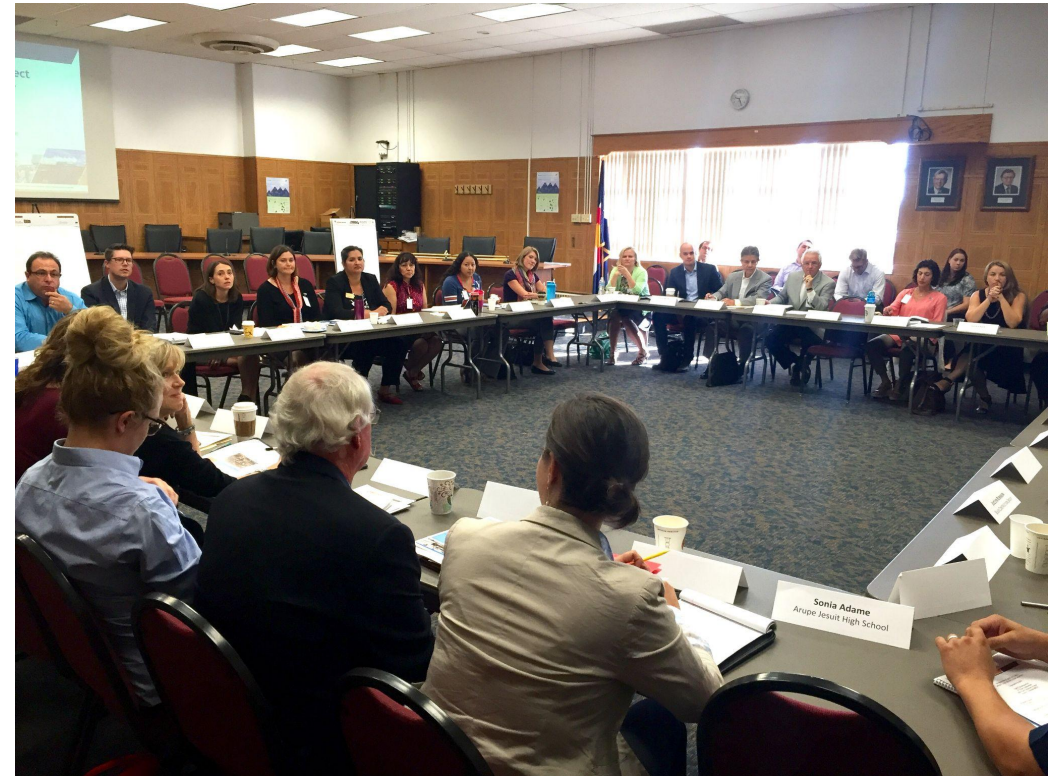
Hired Environmental and Equity Branch Manager, Marsha Nelson

Public Outreach

- Central 70 Project
- Greenhouse Gas Rulemaking
- I-270 project
- Colfax Viaduct

ADA Curb Ramp Compliance App Suite

Updated Emerging Small Business Rules





Legislative/Regulatory Agenda

CDOT Legislative Agenda

- Mountain Express Lane safety enforcement

Joint Budget Committee

- MMOF spending authority for 3 years
- Revitalizing Main Streets: \$50M
- Burnham Yard: \$10M
- First Time Drunk Driver spending authority: \$1.5M

CDOT Regulatory Agenda

- Implementation of the use of waste tires for noise mitigation purposes along Colorado state highways
- State highway access category assignment schedule
- Transport permits for extra-legal vehicles or loads



Questions?

